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News reports received from readers and Internet News articles copied from various news sites.

Above seen the Ligari, taken at Terneuzen. Looks like a bit of "Tailgating"!!
Photo : Jim Prentice - www.Caledoniantransportphotos.blogspot.com ©

EVENTS, INCIDENTS & OPERATIONS

Cruise ship limps home after freak wave

A large wave slammed into an Antarctic cruise ship with 88 American passengers and 77 crew members aboard, but the ship's crew overcame minor damage and was heading safely back to its scheduled port, the vessel's operator said.

The **Clelia II** declared an emergency yesterday, reporting it had suffered engine damage amid heavy seas and 55 mph (90 kph) winds when it was northeast of the South Shetland Islands and about 850km from Ushuaia, the Argentine Navy said in a statement.

The International Association of Antarctica Tour Operators issued statement saying the wave that hit the **Clelia II** caused a broken bridge window and some electrical malfunctions that temporarily knocked out some communications and affected engine performance. "There are no injuries to passengers, although one member of the crew sustained minor injuries," it said. Another ship, the National Geographic Explorer, accompanied the **Clelia II** for much of the day and helped in restoring its communications, according to the association statement. The ship had 88 passengers, all from the United States, and 77 crew: 44 from the Philippines and the rest from Greece, Bulgaria, Argentina, Austria, Brazil, Chile, Croatia, France, Denmark, Hungary, Indonesia, Ukraine, Romania, Britain and the United States.

It was heading for the port of Ushuaia at the extreme south of Argentina at normal speed by midday Wednesday and was in no danger, the association said. The ship set out from Ushuaia on Nov. 30 and was scheduled to return there today. The ship is operated by Travel Dynamics International of New York and owned by Helios Shipping of Piraeus, Greece.

Photo : AP **See also the Video at :**
http://www.nzherald.co.nz/world/news/video.cfm?c_id=2&gal_objectid=10693154&gallery_id=115717

First DP training facility on mainland Australia opens for business

A state-of-the-art dynamic positioning (DP) training facility featuring an extensive simulator suite developed by Kongsberg Maritime was opened in Northbridge, Western Australia on 22nd November 2010. Owned and run by the Australian Maritime College (AMC), the new facility is ideally positioned to serve the growing Western Australia oil and gas business from its centre in Perth. "Prior to opening our first DP Operator Training Facility in Tasmania last year, which is a;so based on Kongsberg Maritime DP simulators, Australian trainees would have to travel to Europe or the US for DP courses, so we are delighted to be expanding our capacity for DP training already," said John Foster, AMC's Chief Executive Officer. "The new facility strengthens our ability to support the demand for skilled DP operators by providing high quality training using serving DP officers as instructors and sophisticated simulators able to exactly mimic the operation and maintenance of complex DP systems."

The Kongsberg Maritime simulator installation at the new AMC facility in Perth includes the K-POS Basic DP trainer for classroom arrangement, complete with four DP models and the K-POS Advanced DP trainer with instructor station and dual redundant DP control system complete with four DP models. All of the equipment has been designed and delivered in accordance with the Nautical Institute requirements. **Source : Offshore Shipping Online**

The **JM Bayu** alongside **West Triton** for backload **– Photo : Capt. Neil Johnston – master Salviscount ©**

PLEASE MAINTAIN YOUR MAILBOX, DUE TO NEW POLICY OF THE PROVIDER / SERVER YOUR ADRESS WILL BE "DEACTIVATED" AUTOMATICALY IF THE MAIL IS BOUNCED BACK TO THE SERVER DUE TO "MAILBOX FULL"

Smit Heavy Lift Europe B.V. profits from OCTOPUS-Onboard

After leasing Amarcon's Portable Surveyor Box for several weeks, **Smit Heavy Lift Europe B.V.** decided to purchase **OCTOPUS-Onboard** for the installation on her **Taklift 4** sheerleg. Where the Portable Surveyor Box is used to monitor and advice in one-time-only projects, **OCTOPUS-Onboard** is a permanent centralized solution for wave and motion monitoring. In general it is also the ideal tool for route planning and optimization of speed, heading and fuel consumption in every weather condition, onboard of any sea going vessel.

The sheerlegs **Taklift 4** is mainly used for transport and heavy lift purposes during offshore operations. With the installation of OCTOPUS-Onboard, the **Taklift 4** profits from Heavy Weather Decision Support by making use of the **Nowcasting Weather Forecast service**. Furthermore, an interface with the Datawell wave buoy shall be installed. This makes it possible to measure the height of the waves that surround the ship. By doing this a clear time window can be obtained for the operation in progress. In this way clients of **Smit Heavy Lift Europe B.V**. also profit directly from **Amarcon's** expertise. With OCTOPUS-Onboard installed on the **Taklift 4,** offshore operations are executed with far more safety and efficiency then in the past. The benefits are clear: optimal use of man and machine in a safe environment, leading to significant cost reductions.

For more information about the products of Amarcon, go to: www.amarcon.com

Watchkeeper: It's the quality that counts

Numbers are important, but will rarely provide the whole story. This is why the BIMCO/ISF Manpower Update needs to be considered carefully by any responsible shipping person thinking about manpower strategies in anything other than the short term.

A quick glance at the key points of the Update might provide some reassurance for those who had rather assumed the situation would have been a whole lot worse. After all, for the past five years there has been something of a general belief that the supply of manpower would be struggling to keep pace with the rapidly increasing size of the world fleet. But then, the economic downturn that emerged like a global whirlwind in 2008, threw everyone's calculations into the melting pot. The double-digit shortage in the officer ranks has been converted by this financial brake into something rather more manageable.

But there are certain key words that the wise shipping person will focus upon as he or she analyses this useful and important survey of the global workforce. Possibly the most significant word of all is "quality", because it is this desirable feature that must be aimed at by everyone concerned with maritime manpower. The numbers emerging from maritime colleges may be satisfactory in every way, but it is the quality of the officer corps, from Masters and Chief Engineers to cadets and ratings, that makes the real difference.

Because, while numbers may fulfil a ship's legal manning requirements and qualifications give some reassurance, the demand for competence, experience, skill and seamanship goes far beyond the counting of heads. Ships are getting more technically demanding, and while there is a lot of helpful technology aboard them, the human element becomes ever more crucial. Liabilities become ever more onerous, and it is risks that may flow freely from ship to shore management, in the case of an incident, that demands great shipside competence.

Readers should also turn their attention to the issues of recruitment and retention, paying special attention to the latter, because it does seem that there is some difficulty in retaining people who have been carefully recruited and often expensively trained. It might be easy to make assumptions about the better opportunities ashore these days, and the way in which a better paid senior officer can afford to "swallow the anchor" rather earlier than once might have been the case. But it is also necessary to keep a finger on the pulse of on-board morale, which has not been helped in recent years by overweening bureaucracy, less enjoyment, a squeeze on numbers aboard ship, and those

other worrying issues of constraints on shore leave, poor treatment in many ports and the perceptions of increased criminalisation of responsible officers. It is also necessary to read the report with an intelligent knowledge that there is a difference between the general and the particular. The overall numbers may speak to us of officer shortfalls that appear manageable, but those who are manning specialised tonnage, or operate in sectors where only the creme de la creme in seagoing personnel is deemed acceptable, there may be quite critical discrete shortfalls of the quality of seafarers who can come up to their demanding standards. **Source : Bimco**

Articles written by the Watchkeeper and other outside contributors do not necessarily reflect the views or policy of BIMCO.

The **FLANDRIA SEAWAYS** seen going stern first into the Vulcaan harbour in Vlaardingen - **Photo : Stephan Grol ©**

No more saved in HK ship-barge collision, search continues

THREE seamen are known dead and four men and a woman were still missing and feared drowned after the a ship collision near Hong Kong harbour Tuesday as divers and pilots continued to face choppy seas and strong winds and currents to continue the search, reports the Hong Kong Standard. All survived aboard the larger, but still small container feeder ship that plies between Hong Kong and Shenzhen. The ship was in collision with a sand barge with near Tung Lung Chau capsized trapping crew in cabins below the wheel house where divers found the body of one mainland seaman tangled in his bedding.

Five other mainlanders, four men and a woman, remain missing and are feared drowned. "So far, one male body was discovered inside the accommodation structure at about noon," said Fire Services divisional commander Kwan Kam-wing. After the barge, the **Runz 001**, capsized all of the 14 crew fell into the waters without lifejackets, reported the South China Morning Post. The Marine Department said a crane barge would be deployed to stabilise the wreckage.

The ship, **Hui Jin Qiao 08**, bound for Shantou from Tsing Yi container terminal, was was carrying chemicals and is thought to have changed its direction before the accident, said the SCMP. A government officer said the crew on the ship claimed that it changed direction because an automatic identification system had broken down. The Hong Kong Marine Department, which performs the harbour master function, said it would conduct a full investigation.
"Divers were able to penetrate to the main deck level of the sunken vessel. There is a lot of debris and personal belongings inside the accommodation deck. We will try to clear the floating objects and make a complete search inside," he said.

On the air search, chief pilot Wu Wai-hung said that two helicopters were searching for survivors along the south coast of Tung Lung Chau, but Force 6-7 winds from the north hampered efforts and limited visibility to six to seven kilometres, China Daily reported. Six seamen were taken from the water safely while another was found later in the day. It is the worst marine accident in local waters since March 2008, when a Ukrainian tugboat collided with a mainland bulk carrier off Lantau, leaving 18 seamen dead. **Source : Schednet**

Swedish icebreaking tug through Northeast Passage

The Russian nuclear icebreaker "**Rossiya**" has sailed to the Bering Strait to meet the Swedish icebreaking tug "**Tor Viking**", which is planning to go through the Northeast Passage to Europe. The sailing season on the Northern Sea Route officially ended a month ago.

The nuclear icebreaker has made the journey from the Kara Sea to the Bering Strait using the high-latitude route to the north of the Novosibirsk Islands. This is the first time in history this is being done in the winter season, Nord-News.ru reports.

"**Rossiya**" will escort the Swedish icebreaking tug "**Tor Viking**" from the Bering Strait to the western parts of the Northern Sea Route, a journey that is expected to take two weeks, Vesti.ru reports. The captain of "**Rossiya**" Aleksander Spirin believes that a transit journey this late in the year will prove that it is possible to extend the sailing season on the Northern Sea Route to also include late autumn and winter periods.

Seen in Buckie Harbour, Scotland on 2/5/10, It shows the Buckie Pilot Launch "**Pioneer**" pushing the coaster **Falcon** (ex Hoo Falcon 06), built 1991 1,382grt alongside the Harbour's deep water berth to load round timber which can just be seen on the quay.

Photo : Iain Forsyth ©

NAVY NEWS

The French **Espadon** unmanned surface vehicle demonstrator, put to sea on Dec. 8, is a “drone-carrying drone” developed for future mine warfare missions. **Photo : DGA**

House approves Navy LCS acquisition strategy

The Navy is on track to get approval of its plan to order 10 LCS's apiece from each of the competing teams.

A massive, catch-all year end spending bill passed by the House yesterday "provides authority for the Navy to acquire 20 Littoral Combat Ships (LCS) to allow implementation of the Navy’s preferred acquisition strategy for the class," according to a bill summary released by the House Appropriations Committee. The legislation now heads for the Senate. **Source : MarineLog**

Pakistan naval ship ends goodwill visit

Pakistan Navy ship **Babur** left Doha Port after undertaking a goodwill visit, a spokesman for the Pakistan embassy said.

A series of receptions were held while the frigate was docked at the port which were attended by Qatar Navy' General Ghanim Shaheen and Brig Mohamed Nasser Mubarak al-Mohannadi, officers from the Qatari defence forces, diplomats and members of Pakistani community.

"Pakistan has contributed to the evolution of key institutions in Qatar such as armed forces, police, health, education and banking sectors. Qatar has also reciprocated in the same friendly manner by providing jobs to a large number of Pakistani skilled and semi-skilled workforce," PNS Babur commanding officer Captain Azhar Naeem said.

"These relations are of strategic significance," he said. According to him, the Pakistani Navy has participated in defence exhibitions in Qatar, while Qatar Navy most recently participated in PN-led multinational exercises AMAN-2007 and AMAN-2009.

"This latest visit of a PN ship was yet another demonstration of the strong naval ties," he said.

The **D 92 LIVERPOOL** visited the port of Brest – **Photo : Jacques Carney ©**

No New Russian Aircraft Carriers Until 2020

The Russian military admitted Dec. 10 that it lacked the funds to deploy a powerful new armada of aircraft carriers as promised and that no more would be built for at least another decade. "The state armaments program for 2011-2020 does not envision the construction of aircraft carriers," an unnamed senior official in Russia's defense ministry told the Interfax news agency. He said current funding plans allowed the military to come up with new designs but not proceed with actual construction.

"Only then - after completing the advanced designs - can we examine the expediency of building aircraft carriers," the official said. The comments represent a rare public admission that the military was struggling to keep up with President Dmitry Medvedev's commitment to modernize an outdated Soviet-era force that has lost its dominance on the high seas.

The Interfax dispatch seemed to produce initial confusion among the top commanders. It was denied by one unnamed official and received with blanket silence by the defense ministry itself. But Defense Minister Anatoly Serdyukov later conceded that the Interfax report was true. "No, there are no plans" to build carriers by 2020, Serdyukov told the state-run RIA Novosti news agency. The former Soviet Union had five aircraft carriers at the height of its power but Russia currently only has one, **Admiral Kuznetsov**. This compares to the United States' 11 operational and six reserve aircraft carriers, and the U.S. has another three under construction, according to the U.S. Congressional Research Service.

Medvedev made his country's re-emergence as a naval power one of the planks of a new military policy that he announced with much fanfare in October 2008. "We are not going to spare our financial resources," Medvedev said while attending exercises in the Barents Sea. Navy Cmdr. Adm. Vladimir Vysotsky said that same year that Russia intended to build six new aircraft carriers - three each for its Pacific and Northern Fleets.

Various commanders at the same time suggested that Russia may expand its naval presence to the Red Sea and perhaps even deploy a new base in Libya. But naval concerns appeared to be put on the back burner as Russia entered a heated round of nuclear arms negotiations with the United States that hinged on a U.S. proposal to deploy a new missile defense shield in Europe.

Russia fears that the systems could either be turned into an offensive weapon or expanded to neutralize the country's existing arsenal of nuclear arms. The military has therefore focused on new missile development and testing of its next-generation ICBM. Medvedev unexpectedly returned to the issue last month by conceding that Russia remained at a tremendous disadvantage to Western powers because of its lack of foreign bases.
He admitted that Russia was forced to follow the "very expensive and completely inefficient" system of supporting all major sea operations with a fleet of refueling ships. An unnamed defense ministry official said Dec. 10 that Russia needed to have at least four aircraft carriers to be considered a truly functioning power at sea.

"The defense ministry will not give up on this idea," the official told RIA Novosti. **Source : Defense News**

See the Admiral Gorshkov / INS Vikramaditya archival history video by Sevmash at :

http://www.youtube.com/watch?v=ZO5wmqwRKLY&feature=player_embedded

Cracks Continue To Plague U.S. Cruisers

Barely a year after the U.S. Navy spent $40 million to fix the cruiser Port Royal after an embarrassing grounding, the ship is again out of action, back in a shipyard at Pearl Harbor, Hawaii. But this time it's not a damaged hull that's the problem. Rather, it's an issue that is plaguing all 22 cruisers in service: cracks in the aluminum superstructure.

The **Port Royal** was operating in the Pacific Northwest in September when sailors discovered new cracks in the superstructure, including an eight-crack on the 06 level, one of the highest decks in the ship. Most of the cracks that appear on the Ticonderoga-class cruisers are being repaired during regular overhauls, but in this case the damage was enough to send the ship home to Pearl Harbor for yet another extended repair period.

So far, the Navy has awarded $14 million to BAE Systems in Pearl to fix the **Port Royal**. The work package will include repairs to the bulkheads and deck around two gas turbine intakes; fuel oil storage tank top repairs; superstructure crack repairs; and removal and replacement of aluminum decking and plating. The work is expected to be finished in February.

"We are dealing with a class-wide issue of superstructure structural issues," said Cmdr. Jason Salata, a spokesman for Naval Surface Forces in San Diego. "These are things we're seeing on other ships of this class." The **Port Royal** situation might be the worst case to date. "Most of the issues are being dealt with when the ships come in for a regular availability," or overhaul, said one source familiar with the situation. "This is the first one I know of where we specifically went in for repairs." The work is necessary, the source added, "to restore structural integrity of the ship."

The problem, according to the Naval Sea Systems Command (NAVSEA), is the aluminum alloy used in the superstructure of the cruisers, which have steel hulls. "There have been various degrees of crack repair on every CG [guided-missile cruiser] in the past year," said Chris Johnson, a NAVSEA spokesman in Washington. "The decking is the most prevalent cracking area due to exposure to elevated temperatures caused by solar absorption and exhaust temperatures."

More than 3,000 cracks have been found so far across the entire Ticonderoga class, which originally numbered 27 ships. Twenty-two of the ships remain in service, and **Port Royal**, commissioned in 1994, is the newest.

Their superstructures are made of aluminum alloy 5456, a material used on numerous U.S. warships since 1958. The alloy, according to NAVSEA, relies on approximately 5 percent magnesium as an alloying element to develop strength. Over time, the magnesium leaches out of the material and forms a film, susceptible to stress-corrosion cracking in a marine environment.

NAVSEA has developed more than 17 alterations to deal with the cracks. In late 2008, the service began evaluating a different welding technique called Ultrasonic Impact Treatment (UIT). The **Port Royal** was one of the test ships for the new technique, Johnson said, and the UIT procedure was applied to specific areas of the ship in 2009.

"With the current state of the technology, it is only practical to use UIT in small areas," Johnson said in a written statement. "We believe it has potential, and are evaluating it as part of CG Aluminum Superstructure Task Force for future use." The task force was set up this year by NAVSEA - at the fleet's request - to develop and assess technically viable options, Johnson said. Results from the group's work are expected to appear next spring.

Many sailors who have served on a Ticonderoga-class cruiser have stories to tell about the cracks, ranging from descriptions of cracked masts to leaking fuel tanks next to high-wattage electrical equipment. Solving the issue is a key element in making sure the ships remain effective and safe to operate to the end of their planned 35- to 40-year service lives.

NAVSEA noted that the aluminum alloys used on the cruisers are not on the new littoral combat ships, which are built with commercial alloys 5083 and 6082. "While the Navy has no current experience with this alloy, it is in wide use on commercial craft," Johnson said. The **Port Royal** has seen little service since returning from its last deployment in June 2008. On Feb. 5, 2009, just after completing a three-month overhaul, the ship ran up on a reef just off the Honolulu airport, in clear sight of every aircraft taking off and landing at the airport, and visible from the beaches at Waikiki. The cruiser was refloated after three-and-a-half days on the reef and towed back to Pearl Harbor, where the commanding officer was relieved of his duties.

The **Port Royal's** hull, propellers and sonar dome received severe damage, and shipyard repairs continued into this year. After visiting Seattle in early August for Seafair, the cruiser caused a public relations stir when its wake washed up oysters on shore while operating near the Hood Canal.

Despite these problems, the ship apparently has not missed a deployment. "Port Royal has not missed a scheduled deployment as a result of these repairs," Salata said. "She will continue her training and deploy in 2011." **Source : Defense News**

SHIPYARD NEWS

Above seen the 2009 built ITA flag ferry **CRUISE EUROPA** entering Valletta, Malta Friday 10th December 2010 bound to Palumbo Malta Shipyard Ltd. She's the second ferry to enter from a series of four, the same class.
Photo : Capt. Lawrence Dalli - www.maltashipphotos.com ©

China receives first export LNG carrier order from MOL

Hudong-Zhonghua Shipbuilding (Group) will build the country's first LNG carrier export order for Japan's Mitsui OSK Lines. Hudong-Zhonghua is China's sole LNG shipbuilder at present. The yard has been selected by MOL, after an exhaustive search across China by the Japanese giant, to bouild four 170,000 cu m membrane type ships. The ships will be deployed at the ExxonMobil-led PNG LNG project as well as Exxon's Gorgon LNG project in Australia. The ships will start delivering from 2014 and an official announcement of the order is expected in January. **Source : Seatrade Asia**

Damen introduces its new Compact Stan Tug series

Stan Tug family grows to 11 vessel designs

With more than 40 years experience and expertise behind the three tug types, (the Stan Launch 804, Stan Tug 1004 and Stan Tug 1205), the vessels are designed to be strong, highly manoeuvrable and easily manageable for a one or two-man crew.

The new vessels are ideally suited for towing, pushing, mooring, line handling, passenger transport, surveying and pilotage.

Damen Product Director Tugs and Workboats, Coen Boudesteijn commented: “The development of smaller workboats has a long history at Damen and has in fact been one of the company’s core activities right from the start of Damen Shipyards.”

Many people know the original versions of the Stan Tugs; the Pushy Cat 42 and the Stan Tug 1, which became extremely popular, especially in the dredging industry, he said. “They have a reputation for quality, reliability and robustness. Even today, vessels from this early period still sail and successfully do their jobs!” However, he admits that until now, comfort and safety were not the strongest points of the Pushy Cats and Mini Cats.

This is something Damen was very keen to change and these issues have now been addressed with the development of the new Compact series.

Mr Boudesteijn added: “Over many decades there has been a lot of contact with dredging companies, towage and salvage operators and other companies in the maritime industry.”
Damen welcomes this input and often refines established designs on the back of it to answer the operators’ demands. This is particularly true of the Damen Stan Tug range in which almost every vessel has been renewed, modernised or improved upon in the last 40 years. “Damen has listened to customers, captains and engineers and their feedback has been included in the development of this latest workboat series.”

Over the past two years, Damen product group, “Tugs & Workboats”, has focused on improving the smaller tugs. The Stan Launch 804, Stan Tug 1004 and Stan Tug 1205 have profited from the knowledge built up during the production of the highly successful Stan Tug 1606 and the Stan Tug 1907, he said. Many details, components and systems inherent in the Stan Tug 1606 have been introduced in the new range.

Optimised hull design
During the design process a lot of attention was paid to creating the optimum hull design. Damen’s own Research Department made many valuable recommendations and gave advice based on full-scale tests, detailed calculations of

structural strength, fatigue, frequencies and wave profiles. In addition, the propulsion system was improved, leading to lower noise levels, a faster speed and a higher bollard pull.

As a result of all this work, the new tugs have emerged as small, compact and very powerful workboats with sleak, clean lines, which fit in very well with the Damen family of larger Stan Tugs and ASD Tugs.

During the trials, the Stan Launch 804, the Stan Tug 1004 and the Stan Tug 1205 put in fantastic performances, even exceeding the expectations of the design team. Mr Boudesteijn said that the vessels have extremely good manoeuvrability and due to their modern propulsion systems, they were absolutely free of vibrations and very quiet in all circumstances.

Built from stock

Just like other Stan Tugs the new range can be completely built from stock. The possibility to introduce optional extras such as a deck crane, flying bridge, radar and extra accommodation can be carried out quickly because these are all held as standard components on stock. “If a customer wishes, a Damen Standard workboat can be delivered within four weeks!” he emphasised.

The Damen Stan Tug range has undoubtedly been strengthened by the new Compact Stan Tug and certainly more than 40 years of experience and knowledge is proving a big advantage in the ongoing development of the series, Mr Boudesteijn stressed. “We are sure that the Compact Stan Tugs will make a valuable addition to the fleet of new customers or existing ones that already have some of the large Damen ASD and Stan Tugs.”

Advantages of the new Compact Stan Tug Series

The **Stan Tug 1205** (as seen left) has a very robust all-welded steel hull, with 10mm thick hull plating and a 15mm sheer strake. Even the smallest from the series has been built with a strong push bow and the hull has an optimum form to facilitate a smooth inflow of water around the propellers and rudder.

Where the **Stan Tug 1907, 1606** and **1205** are twin-screw vessels, the **Stan Launch 804** and **Stan Tug 1004** are single-screw tugs.

Safe working conditions

Both the fore and aft decks in the new series have been developed to have as few obstacles as possible to obtain the maximum amount of space for safe working conditions.

The workboats have a bulwark height of 1 m high with wide access doors. Mooring bits, the engine room hatch, ventilation equipment and the exhaust pipe outlets are cleverly built in to facilitate optimum ease of use, safety and simple maintenance. All the Compact Stan Tugs are provided with lifting eyes and they are equipped with a single anchor, handled by an electrically driven windlass, with the exception of the SLa 804. Where the 1606 and 1907 still have “tyre” fendering, the smaller Stan Tugs in the series have been equipped with rubber D fendering.

Propulsion

The new Stan Tugs have full, electronic-controlled Volvo D5 and D9 main engines. Thanks to the double turbo’s, the acceleration of these modern vessels is very fast. Damen’s proven propulsion system is incorporated which comprises two manganese bronze propellers in high performance Van der Giessen Optima nozzles. The nozzles are lined with stainless steel. The vessels manoeuvre very well thanks to two streamlined double-plate rudders with rudder angles of 2 x 55°.

An electrically driven Sterling bilge and general service pump has a capacity of 14 cu/m of water per hour. A manual emergency pump is located in the engine room as well.

Engine cooling is provided by a proven Damen system with a closed circuit keel cooling system so the vessel can operate in extremely shallow water without any problems.

In the wheelhouse a modern alarm system has been installed for the main engines and gearboxes, as well as bilge water sensors.

For the 1205 and upwards, electric power of 230V - 24V is supplied by an Onan 18kVA auxiliary generator. A double 24V battery pack, with a changeover possibility, is used for starting the engine and domestic use.

Ergonomic Wheelhouse

The wheelhouse design of the new 804, 1004 and 1205, follows the standard wheelhouse designs developed for the larger Stan Tugs, with an efficient layout of the control and instrument panels specially positioned with ergonomic principles in mind.

There is excellent all-round visibility, with few “blind spots” because of very large, wide windows. The helmsman’s position and chair are located in the centre by the forward window, with all the important instruments and controls within easy reach.

The complete wheelhouse is mounted on rubber shock absorbers and together with the modern linings and insulating material, this ensures an extremely low noise level of just 55 dBA. The spacious layout also offers comfortable seating and a dining table for two people.

The Damen Standard

These small workboats are equipped with a compass, GPS, echo-sounder, VHF radio, modern LED navigation lights, towing and pilot lights, as well as a searchlight in the Damen Standard version. A radar is offered as an optional extra.

Both the wheelhouse and additional living space below deck are fully air-conditioned and heated. The Standard workboat is fitted with a galley with cooking facilities, a refrigerator, pantry, shelving, cupboards and a toilet with hot and cold water. As an optional extra, the vessel can be equipped with sleeping accommodation for two.

Russian-Finnish joint venture acquires Helsinki shipyard

STX Finland Oy is selling its Helsinki shipyard to new joint venture it has formed with Russia's United Shipbuilding Corporation (USC). Though it is getting only a nominal Euros 1,250 for the yard, the deal holds out the prospect of orders to build icebreakers for Russia -- which would be a lifeline.

Currently, the Helsinki shipyard has a contract with Color Line for the upgrade of Color Superspeed 1 that is expected to be completed at the end of January. The Helsinki shipyard has made significant temporary lay-offs and STX Finland has been negotiating permanent job reductions at the yard.

The new company, Arctech Helsinki Shipyard Oy, will specialize in arctic shipbuilding technology.

An agreement for the formation of the new company, was signed today in St. Petersburg in a meeting with the Russian Prime Minister Vladimir Putin and the Finnish Prime Minister Mari Kiviniemi.
According to the agreement both founding companies will hold equal shares of Arctech Helsinki Shipyard Oy. The new company will purchase the Helsinki shipyard from STX Finland. According to the Russian Premier's website, it will pay a nominal Euros 1,250 for the shipyard.

The joint venture with USC will focus on arctic maritime technology and shipbuilding and will unify Russian and Finnish Maritime clusters. It will start building highly specialized vessels such as icebreakers and other icebreaking special vessels. The joint venture also has an option to buy 20.4 percent of the shares of Aker Arctic Technology Inc. (AARC) from STX Finland. STX Finland will still remain the majority share holder of AARC, which is a world leading player in arctic maritime technology research and development.

Arctech Helsinki Shipyard Oy will be a 50/50 joint venture company owned by two of the largest shipbuilding corporations in the world. United Shipbuilding Corporation is the state owned Russian shipbuilding corporation, which was formed in 2007. The company has 42 shipyards in Russia and it focuses on developing the Russian civilian and military shipbuilding industry.

STX Finland belongs to the STX Europe group comprising 15 yards in Finland, France, Norway, Romania, Brazil and Vietnam and about 16,000 employees. The principal shareholder in STX Europe is the international industrial corporation STX Business Group in Korea employing some 54,000 people world wide.

The joint-venture agreement continues a long-running Russian-Finnish cooperation within the maritime industry. Finnish shipyards have delivered more than 1,500 vessels to Russia . Finnish shipyards have built 60 percent of all the icebreakers in the world including most of the Russian conventionally powered icebreakers.

"The joint-venture has great potential to utilize the best skills and knowledge from the world-class Russian and Finnish Maritime clusters in an effective way" says Juha Heikinheimo CEO of STX Finland. "The short distance and long term experience of cooperation between the countries will be realized in many forthcoming projects and will bring a lot of activity to Finnish-Russian maritime cluster . " he continues.

"The joint-venture is a great example of cooperation between Finland and Russia. We believe that the new company will be a significant player in the arctic shipbuilding and the production of hi-tech ice-class vessels, and will meet the needs of developing of Russia's Arctic shelf", says Mr. Roman Trotsenko, President of United Shipbuilding Corporation.
Source : MarineLog

ROUTE, PORTS & SERVICES

Sixth cruise vessel with 203 passengers calls at NMPT

The sixth luxury cruise vessel of the season called at the New Mangalore Port Trust (NMPT) with 203 cruise passengers and 114 crew on board on Wednesday. An official press release said 81 of its passengers opted for a ground tour and visited places in and around Mangalore such as the 1,000-pillar temple at Moodbidri, the monolithic statue of Bahubali at Karkala, Soans farm, cashew factories, St. Aloysius Chapel, Gokarnanatheshwara temple, Kadri Manjunatha temple, and shopped in the city before returning to the vessel, which sailed off the same day. A majority of the passengers were from the U.S., the U.K., Germany, Canada and Australia. NMPT chairman P. Tamilvanan said that four more vessels were expected in the remaining period of this financial year. The next vessel will call the port on December 15 and 23. Last year, four vessels had called. He said the port had been able to attract more cruise vessels because of creation of additional facilities such as a cruise lounge **Source : The Hindu**

The arriving **FINNARROW** replaced the departing **STENA TRAVELLER** at the route Hoek van Holland <> Killingholme – **Photo : Rob de Visser ©**

Disney takes delivery of third cruise ship

Disney Cruise Line has added a third ship to its fleet. Disney officials took delivery of the **Disney Dream** on Thursday at a German shipyard where it's been under construction for nearly two years. It will be bound for Port Canaveral next week and a maiden voyage for paying customers on Jan. 26.

The **Disney Dream** is scheduled to sail three-, four- and five-night cruises to the Bahamas, from Port Canaveral. To make room, the company is sending the **Disney Wonder** from Port Canaveral to Los Angeles. It's the first of two new

ships to join the Disney fleet, with the **Disney Fantasy** set to debut in April 2012. The 4000-passenger **Dream** is the first new ship in the line since 1999. **Source : The Miami Herald**

The **BUCENTAUR** seen sailing from Whitehill Point to the UKCS this morning – **Photo : Kevin Blair ©**

Sri Lanka; latest destination for US cruise company

USA's adventure cruise company, 'Zegrahm Expeditions', has added Sri Lanka to their latest travel destinations. Looking for an off-the-beaten-path cruise destination in 2011? You'll want to take a look at the latest offering from Zegrahm Expeditions, a report on USA Today states.

'The adventure cruise operator is rolling out a series of voyages that include stops in little-visited Sri Lanka -- a first for the 20-year-old company'. Zegrahm says the new itineraries will give adventure travelers the chance to explore Sri Lanka's lush tropical forests, white-sand beaches and rich biodiversity, as well as cultural sights.

The line plans four voyages that stop in Sri Lanka in 2011, all on the 110-passenger **Clipper Odyssey**:

The Bay of Bengal & the Andaman Sea (Jan. 17 – Feb. 6, 2011) and India and the Maldives with Sri Lanka & Lakshadweeps (Dec. 17, 2011 – Jan.3, 2012) voyages each include two days in Sri Lanka.Passengers will visit 1000-year-old cultural sites including the Golden Temple of Dambulla, the largest and best-preserved cave temple complex in Sri Lanka; and the Temple of the Tooth, which houses the tooth of Bhudda encased in gold caskets. These expeditions both overnight in the village of Habarna.

Splendors of India with Sri Lanka (Feb. 1 – 17, 2011) and Southern India by Sea with Sri Lanka (Dec. 7 – 21, 2011) include a full-day exploration of Galle that includes a visit to its Dutch colonial era fort (a World Heritage Site) and the Poorvarama Temple. Travelers spend a second day in the Sri Lankan highlands visiting the Temple of the Tooth and other sites. On the Splendors of India voyage participants also will overnight in Kandy, the capital of Sri Lanka's Hill Country, USA Today reports. **Source : Sri Lanka News**

URSA DEPARTED FROM BAHAMAS

Photo : Jaap Nederlof ©

The Dredger **URSA** departed last week, after docking in Freeport, the Bahamas bound for Cuyutlan in Mexico (via Panama) for new dredging project

Pakistan firm submits joint bid for BP's assets

Analysts estimate deal to be worth $690m

Pakistan's Oil and Gas Development Co Ltd said it had bid for BP's assets in Pakistan, estimated by analysts to be worth as much as $690 million (Dh2.53 billion). OGDCL, Pakistan's largest listed company, said it had made a joint bid with Pakistan Petroleum Ltd (PPL) for the assets, but did not disclose a price and offered no further details.

BP announced its plans to sell its upstream assets in Pakistan in July, as part of a $10 billion global asset sale aimed at raising cash to pay for its Gulf of Mexico oil spill.BP's upstream assets and related operations, which it plans to divest, include nine producing and exploration onshore blocks and four offshore exploration blocks in the Arabian Sea, according to OGDCL sources.

They contribute about 14 per cent of Pakistan's total oil production and six per cent of its domestic gas production.

UBS analysts estimated in a July research note that BP's fields in Pakistan are worth $690 million, while Farooq Najam, an analyst at Invisor Securities Ltd estimated the assets to be worth around $362 million. BP's main assets are in Badin in the southern Sindh province, comprising four concessions — Badin-I, Badin-II, Badin-IIR and Badin-III.

Of the four concessions, OGDCL has pre-emptive rights in all but Badin-I block, OGDCL sources said last month. They said then that if its bid succeeds, OGDCL will operate the acquired assets through a company, jointly owned by it and PPL . **Source : GulfNews**

India's seventh largest fishing harbour inaugurated in Bengal

A fishing harbour with a capacity to handle 300 mechanised and 25 deep-sea vessels was today inaugurated at Petuaghat in West Bengal's East Midnapore district.

State's largest harbour, costing Rs 60-crore, was thrown open by Governor M K Narayanan with an expectation to provide a major boost to marine fishing. Fully funded by the Centre, the harbour will generate employment, direct and indirect, in the state. The Governor said the harbour, the seventh largest in India, would go a long way in meeting the long-standing demand of the fishing community for a modern harbour. Petuaghat is located on the Rasulpur river and has a decades-old marine fishing tradition owing to availability of adequate navigable depth during tides and proximity to rich fishing grounds.

Fisheries department sources said that 320 mechanised fishing vessels as well as 140 traditional boats were already engaged in fishing in the harbour site. State Fisheries Minister Kironmoy Nanda was present at the function while the Trinamool Congress boycotted it with its leader Sisir Adhikary, MP, staying away. **Source : Deccan Herald**

Tug "**Sea Salvor**" assisting **Cruise Europa**, at Grand Harbour, Valletta, Malta. **Photo : Gejtu Spiteri ©**

Tanzania: Relief in Sight for Dar Port as ICD is Built in Kisarawe

Congestion of containers at the Dar es Salaam port would be substantially reduced after the construction of an Inland Container Depot (ICD) at Kisarawe, some 40 kilometres from the port. The development of Kisarawe ICD, a project whose feasibility study was funded by the World Bank, would be to shuttle containers between Dar es Salaam port and the depot by rail.

A report presented to conference on port operations in Africa by the Tanzania Ports Authority (TPA) said the proposed depot would be located where the Tanzania Railways Limited (TRL) and Tanzania Zambia Railway (TAZARA) rail lines are about seven kilometres apart.

The **Emirates Rafiki** (chartered from Peter Dohle) seen entering Dar es Salaam. This vessel sails in Emirates GIA (Gulf India East coast of Africa) service and has also recently been attacked by Somalia pirates. Managed to escape
Photo : Anton Klaassen ©

"The Authority has decided to invest in the facility in order to reduce container congestion at the Dar es Salaam port," the report read in part, adding that TPA plans to construct a multi-storey car park at the port, the country's largest.

The facility, with a capacity of accommodating about 8,000 vehicles at one time, will operate as cargo freight station. its construction starts next year. Construction of the ICD, the report added, is one of the strategies undertaken by the Authority to modernise the port facilities and infrastructure which will, in turn, improve service delivery.

They also include implementation of a Single Point Mooring (SPM) project which started in October this year. The project would be implemented for a period of 18 months. TPA officials say the $60 million (about Sh84 billion) project will enable the port to have capacity to handle six million tonnes per annum.

Other actions taken to address the question of a limited port capacity is the reduction of cargo dwells time and ship waiting time by acquiring appropriate equipment, introduction of vessel and yard planning software system.

"The computerisation of general cargo terminal and harmonisation of cargo clearance system in collaboration with other stakeholders forms a part of the strategy to address effective service delivery," the report pointed out.

Efforts to improve service delivery also entailed the automation of cargo clearance processes and the introduction of booking system for cargo delivery. TPA, which was established in 2005 taking over from the Tanzania Harbours Authority (THA), maintains that it was proud of the achievements it had made in the last five years.

According to the report, cargo traffic has increased from 5.383 million tonnes to 8.824 million tonnes, presenting an increase of 63.9 per cent over the last five years. "During the same period, TPA has constructed a new Port Control Tower at Dar es Salaam port. This signal station has enabled vessels to navigate 24 hours at the port," the report said.

Recently the authority teamed up with other ports operation stakeholders in adopting a technology that cuts down paper work and movement under a system known as Ports Community System (PCS). **Source : AllAfrica**

Above seen the tug "**MONTFORT**" (homeport in Barcelona, so Spanish flag, of REMOLCADORES DE BARCELONA towing company), arriving in Arzew roads (Algeria) towing a concrete caisson for the building of the new gas terminal of Arzew. In the photo, we were in the moment of make short the towing line and we were assisted by multicat "Sound Solution" (Swedish Flag)

Photo : Enrique Arnal Bustinduy – Master Montfort ©

Wärtsilä designs new multipurpose standby vessel

Wärtsilä Ship Design Norway has, in cooperation with Sartor Offshore, developed the design for a new multipurpose standby vessel that will service Statoil's offshore installations in the North Sea, for a contractual period of ten years.

"We are proud that Statoil have chosen our design for the new vessel, which in addition to standby operations also will serve important additional functions such as emergency tugs, fire fighting and platform evacuations", says Tor Henning Vestbøstad, sales manager in Wärtsilä Ship Design Norway.

Sartor Offshore ordered the vessel in November after securing a long-term charter with Statoil. Which ship yard that will construct the vessel will be selected by the end of January 2011.

Sartor Offshore and Wärtsilä have cooperated over a number of years, amongst others about the design and development of the multi purpose vessel Ocean Alden, designation type VS 465. This vessel was built at Wilson Heavy Industries in Nantong, China, and is in operation for Gaz de France on the Gjøa-field west of Florø, Norway. The new vessel, which is a VS 465 MK II design, is a further development of the Ocean Alden design.

The newbuilding, with a length of 74.3m, will amongst other capabilities be able to carry out emergency towing with a 120 tons bollard pull and the stern will be equipped with the necessary equipment to handle loading tubes. The ship will also be able to carry 370 passengers in the event of a platform evacuation, has fire fighting (Fi-Fi I and II) capability and will be equipped to take part in the first line of defence against any oil spill.

The new vessel is scheduled to be delivered by the end of 2012. **Source : The Motorship**

OLDIE – FROM THE SHOEBOX

Text / Photo : Capt. Frank Haalmeijer ©

Ocean Weather Ship **CIRRUS** – call sign PBVC – Originally this vessel was the American **PF58 USS ABILENE,** a **TACOMA class** patrol-frigate, which was built in 1944 at the Globe Shipbuilding Corp., Superior, Wisconsin USA as yard nr 112 and original named **BRIDGEPORT**, later renamed **ABILENE**, commissioned in the US Navy on October 28th, 1944 and decommissioned again on 21 August 1946. In May 1947 she was sold to the Government of the Netherlands to rebuilt her as a ocean weathership. A Dutch crew was sent to the USA to bring her to Rotterdam and she arrived safely on 15 July 1947. The Government took her over on that date. After a rebuilding in Rotterdam she became **CIRRUS**. The ship came in use of the **Civil Aeronautical Service** and the **Royal Dutch Meteorological Institute**. In the engineroom were 2 Triple expansion steam engines/ 2 props.

The crew and the technical management were in hands of **Van Nievelt, Goudriaan & Co's Steamship Co.** of Rotterdam. The working areas of the weatherships was in the Atlantic on weatherstations Alpha (62N-33W), station Mike (66N-02E), station India (59N-19W), station Juliet (52,5N-20W) and station Kilo (45N-16W). The Netherlands occupies this stations in cooperation with United Kingdom, Norway and France. The period spent on a station took about 24 days excluding the voyage from Rotterdam to the station. The most important task was a relay station and positioning beacon to the civil aviation. For that purpose 11 radio officers were on board to serve the shipsradio, the aviation contacts and a special aviation radar with a variable elevation. Another group of 8 heads were the meteorologists, who were monitoring the weather conditions up until a height of over 30 kilometers, above the 500 mbar level. The radiostation was manned 24 hours/day and 3 operators worked together during the watch. The total crew was nearly 50 heads. In 1970 the ship had the mainroll in the film "**Ocean Station Kilo Stand By**" from Jan van Hillo and was sent out on television by the NCRV. After 163 voyages to the Atlantic weather stations, she was decommissioned on 6 August 1970 in Rotterdam. Sold to a scrapyard and transferred to Hendrik-Ido-Ambacht (Holland), where she was laid-up, she was sold again in 1973 sold to a breaker in Spain and was towed by tugboat "**Fairplay XI**" from Rotterdam to Bilbao and broken up there. The **CIRRUS** was the very last merchant vessel of the Netherlands working with steam T3-engines.

…. PHOTO OF THE DAY …..

SAL´s newbuilding **SVENJA**, IMO 9458901, approaching Kiel-Canal locks at Brunsbüttel on maiden voyage.
Photo : Michael Brakhage ©